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Overlooking the Business  
Section of Brownsville,  
Are The BEST INVESTMENT In  
The Valley.

Lots (25x100 feet) at \$50 to \$100 payable  
50 CENTS DOWN AND 50 CENTS PER WEEK  
Liberal Discount For Cash Payments.

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QUICK MESSENGER SERVICE.  
MOTORCYCLE AND BICYCLE REPAIRS.  
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WHEELS FOR RENT. 1228 ELIZABETH ST.

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'TORNADO  
LIFE INSURANCE**  
SURETY BONDS.  
**MOLER & CLINT**  
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## TRUCK GROWERS.

I will have an efficient selling organization, covering all markets for the distribution and sale of produce this coming season. If you have not arranged for the handling of your 1914 crop, write me before completing your arrangements.

**ROY CAMPBELL,**  
SAN ANTONIO, TEXAS.

## J. S. & M. H. CROSS LUMBER CO.

Wholesale and Retail Dealers in  
YELLOW PINE AND CYPRESS LUMBER  
SASH, DOORS, SHINGLES, HARDWARE AND PAINTS

**FIRE BRICK & CLAY.**

## TEN DAYS TO RAISE \$40,000

PROMOTER OF RAILROAD FROM BROWNSVILLE TO WEST COAST OF LAGUNA MADRE MAKES FINAL APPEAL TO BROWNSVILLE.

\$64,455 IS SECURED

TOTAL BONUS OF \$100,000 MUST BE HAD WITHIN LIMITED TIME, ELSE U. S. ENGINEER MAKES ADVERSE REPORT.

If the sum of \$40,000 is raised within ten days from among the people of Brownsville, by a committee of local men who begin work today, Brownsville gets the railroad to the west coast of the Laguna Madre; on the other hand, if this amount is not raised, Louis Cololini secretary of the waterways committee of the Brownsville Chamber of Commerce, will so report to Colonel C. S. Riche, United States engineer at Galveston, who will then make an adverse report on the matter of the improvement of the Brazos Santiago harbor.

This ultimatum, this final appeal for the people of Brownsville to get busy on the proposition, was made before a number of Brownsville citizens who were gathered at the Chamber of Commerce Monday afternoon for the purpose of considering and discussing the proposition, and to take such action as was considered necessary under the circumstances. It resulted in a motion to appoint a committee of prominent Brownsville men to solicit donations to the bonus from such of those as have not already contributed, and also if possible to see if some who have contributed will not raise their amounts.

Mr. Cololini explained that the meeting was called for the purpose of clearing the way for the improvement of the harbor, and to learn whether or not it was the desire of the people of this city to lend their financial aid to a proposition that means the development of the city as a whole. He stated that only one point remains unanswered, and that is whether the railroad over which the material can be transported for the building of the jetties across Brazos Santiago, will be built.

Mr. Cololini explained further that if Brownsville does not build the railroad, it will follow that the United States engineer will not make a favorable report on the proposition to improve the harbor. It has already been explained that one of the requirements for the improvement of the harbor is the proximity of a railroad over which the great tonnage of material can be hauled.

There are only ten days left in which to report to Colonel Riche finally on whether the railroad is to be built. Everything in connection with the report to the Board of United States Engineers from the Brownsville end is in readiness, and nothing remains to be done with the exception of securing the word of the railroad promoter, D. A. O'Brien, that the railroad will be built and that the money is ready for it.

In this connection, Mr. O'Brien informed the meeting that bonus notes to the amount of \$64,455 have been signed by citizens of Brownsville, and that the promoters desire the signatures to notes totalling \$100,000 as a bonus for the building of the railroad. He said also that he is in position to carry out his part of the contract, the building of the railroad from Brownsville to the west coast of Laguna Madre, just as soon as Brownsville has raised the necessary sum, \$100,000.

The notes call for the payment of 60 per cent of the amount of each note when the railroad is completed and in operation to the west coast of the Laguna Madre. The balance of 40 per cent will be payable in the event the railroad has to build a trestle work across the sound, which will be necessary only in the event the government does not appropriate money for the improvement of the harbor. This means also that whether or not the government makes this improvement, that ships will pass over the bar at Brazos Santiago, thus giving Brownsville and vicinity the advantage of water rates, which Mr. O'Brien declares will be decreased materially once shipping is in operation.

There are already in the hands of the promoters opportunities for the institution of schooner traffic between Point Isabel and Galveston, they having received offers for schooners with a capacity of three hundred tons, and with a draft of six and a half feet, enabling a passage over the bar easily. It is declared also that the bar is at this time in better condition than it has been in fifty years.

Just as soon as the \$100,000 is pledged the promoters will be in position to start the preliminary work, and it was declared also that once begun the work of constructing the railroad will be pushed with vigor.

The matter of terminal facilities for the proposed railroad was gone into, and Mr. O'Brien read from the report of Major G. P. Howell, United States engineer, formerly stationed at Galveston, who related to the United States board of engineers that the wharves at Point Isabel are now privately owned, and that municipal wharves there were not probable as the place was too small. In

this connection, H. M. Skelton stated that negotiations have been under way for the past two months for the friendly acquisition of terminals which must meet the requirements of the United States board of engineers, and serve the purposes of commerce.

He said that it was not possible to acquire terminals on Brazos Island because he said the land there was controlled by interests which he claimed were not friendly to the construction of the railroad. He stated also that Clark's Island was available, but that a half owner of the property would not enter into an agreement for the sale of a terminal and wharf site on the island.

Arrangements have been made, he said, with one of the owners of the Point Isabel townsite for terminals, and an option has been given on this property for a limited time, at a price that Mr. Skelton stated he felt was not unreasonable. Whatever is done, he said, must be done quickly, as there is a very short time in which to close the matter up.

Following these explanations of the status of affairs in connection with the railroad, W. H. Mason Jr. moved the appointment of the committee to solicit the \$100,000, and received a second by W. H. Putegnat, E. A. McGary, chairman of the meeting, put the question, and it was recorded by D. L. Spero, elected secretary of the meeting. Mr. McGary asked for time in which to appoint the committee, which was deemed advisable.

A. Albert Browne, chairman of the waterways committee of the Chamber of Commerce, who has been one of the strongest supporters of the railroad and harbor projects, both financially and morally made a short but pointed address in which he said that it appeared to him as though the people of Brownsville do not realize the seriousness of the proposition before them. In his opinion it had taken a long time to raise the amount already subscribed, and he hoped that the committee would have no difficulty in securing the balance of the bonus within the required time, or earlier.

Though he said that he had not a dollar with which to build a railroad, Mr. Cololini nevertheless exhibited his usual enthusiasm in a very warm talk to those present. He said that he was 70 years old, and he wanted to live to see a big ship enter the harbor at Brazos Santiago, not that he did not believe he will live thirty years longer. "Brownsville could be the biggest city in Texas in twenty years," said Mr. Cololini. "Towns are built by men and do not grow up like mushrooms," and he believed there were plenty of men in Brownsville who could put a shoulder to the wheel in the interest of the city.

It was made very plain at the meeting that unless this bonus was forthcoming, and that from the city of Brownsville alone, there would be absolutely nothing done, either in the matter of building a railroad or in the improvement of the harbor. It was pointed out also that the people of the other sections of the Valley are of the opinion that Brownsville alone will benefit from the harbor and that this city alone should build the line; therefore no assistance is expected from that quarter.

It was also inferred that if this city does not take the lead in the matter there are some plans on foot by other parts of the Valley which would leave Brownsville entirely on the outside.

## STYLE 4,000 YEARS OLD

Washington, Jan. 20.—That the women of Crete wore gowns similar to the present up-to-date styles 4,000 years ago is a claim made by the Rev. James Baikie in a letter to Gilbert H. Grisvenir director of the National Society of Washington. The hats were large, the corsets tight-laced, and the shoes high-heeled.

Mr. Baikie wrote as the result of his study of ancient frescoes: "Here were groups of ladies wonderfully bedizened with costumes resembling more closely the evening dress of our day than the stately robes of classic Greece, with their severe lines. In their very low-necked dresses, with puffed sleeves, excessively slender waists and flounced skirts, and their hair elaborately dressed and curled, they were as far as possible removed from our ideas of Ariadne and her maids of honor, and might have stepped out of a modern fashion plate.

"An elaborate and tight-fitting bodice cut exceedingly low at the neck, covered or affected to cover, the upper part of the body, which is so wasp-waisted as to suggest universal tight lacing.

Of course it is better to pay a low price than a high one, but there are lots of things even in a five-cent store that are not worth the money.

Moreover, if it is true that Satan is the father of lies he certainly has got a lot of children.

If consciences were taxable in this country, half our acquaintances could conscientiously avoid payment.

We reckon also that those who live in glass houses should be careful not to let anything jar them.

Another reason why an avaricious man is always honest is because merchants suffer constantly from ingrowing toe nails.

## METER CHARGE THING OF PAST

CITY COUNCIL UPON RECOMMENDATION OF WATER AND LIGHT DEPARTMENT ABOLISHES RENTAL CHARGE OF 25 CENTS.

TO DEFEND POLICE

COUNCIL APPROPRIATES SUM OF \$500 AS HIGHEST AMOUNT IT WILL EXPEND IN DEFENDING POLICE TO BE TRIED AT CUERO.

Upon the recommendation of the water and light department, the city council yesterday afternoon, on motion by Alderman Dworman, abolished the rental of 25 cents a month on electric light meters, beginning the first of this month, and this eye sore on the bills to consumers in this city will appear no more. The city received a revenue of about \$90 a month from this source, but it has been considered for some time that the charge would be abolished as soon as the department was in shape to stand the loss.

Alderman Dworman, who is a member of the finance committee of the council took occasion to compliment the water and light department upon the way the department is conducted, and complimented also the department's report, the trial balance of which follows:

ASSETS.	
Water and light system	\$69,189.40
Improvements	76,880.14
Filter plant	16,308.55
Fixtures	552.23
Material and supplies	2,295.04
Meters	9,741.29
Accounts receivable	2,516.62
Merchants National bank	93
Bills payable	3,065.45
Insurance	101.80
Bal. due custom ledger	6,298.82
Receipts and disbursements	3,688.33
	\$190,748.60

LIABILITIES.	
Bonds	\$150,000.00
One year warrants	20,116.20
City of Brownsville	11,658.13
Accounts payable	4,968.67
Water deposits	2,165.50
Overdraft	1,133.85
Bills payable	606.25
	\$190,748.60

## PROPERTY OWNERS PETITION.

Citizens whose property abuts on the alley running from Thirteenth to Fourteenth streets, between Elizabeth and Levee, petitioned for permission to reduce the size of the alley in order to make some drainage improvements. The petition was referred to the city engineer for attention.

## TO KEEP DOGS FROM MARKET.

The stallkeepers in the city market petitioned the council to take some action toward keeping dogs from the market, and the matter was referred to the market master. However, later in the meeting it was suggested that notices be printed and displayed in the market calling attention to the fact that dogs are not allowed in the market. This will be attended to by the city secretary.

## COMPLAINTS OF STREETS.

Alderman S. L. Dworman brought to the attention of the council the fact that the paved streets are far from being kept clean, and asked that something be done in regard to it. The city secretary was instructed to write the street sweep contractor, Mr. Lieke, officially informing him of the condition of the streets.

## TO DEFEND POLICE.

Upon the suggestion of Alderman W. C. Craig, a motion was adopted to appropriate the sum of \$500 from any available fund to defend the police when their cases come up for trial at Cuero, on the charge of conspiracy to kill Sheriff C. T. Ryan. The motion carried, Aldermen Cain, Craig, Thorn and Benavides voting for, and Aldermen Dworman and Kirk voting against.

The council ordered the amendment of the plumbing ordinance which will authorize plumbing contractors to pay the plumbing inspector's fee direct hereafter.

## CLOSES LEVEE STREET.

The council ordered that Levee street be closed at that section where a few days ago a large portion of the street broke and slipped at least a foot toward the river. This is located at the foot of the street, near the reservation wall. E. C. Porto and other property owners in that section will at once begin piling brush along the bank at that point, and light rubbish of the city will be dumped there in order to build the street and embankment up.

## ALDERMAN GIVEN LEAVE.

Alderman James A. Browne requested leave of absence for thirty days. The request was granted.

## MEMBERS PRESENT.

Those present at the meeting were Mayor A. B. Cole, and Aldermen Benavides, Thorn, Cain, Craig, Dworman, Kirk, and J. A. and A. A. Browne. Alderman A. A. Browne left before the meeting was over, in order to attend a meeting at the Chamber of Commerce.

## BETTER RETURNS BY PREPARATION

IN NO SECTION OF COUNTRY DOES WELL PREPARED SEED BED GIVE BETTER RETURNS THAN IN SOUTHERN STATES.

SO FINDS DEPARTMENT

PROPER TURNING OF SOIL NECESSARY BEFORE BEST SPRING PREPARATION IS POSSIBLE. ALWAYS PLOW DEEP.

Washington, D. C., Jan. 20.—In no section of the country does a well prepared seed bed give better returns than in the Southern States. The best spring preparation of the soil is practically impossible unless it has been properly turned and deeply broken during the previous summer or fall. The necessity for deep plowing in the South is probably not realized by those who are not familiar with the heavy rainfalls in this section, which frequently packs and runs the particles of soil together so as to exclude air and sunshine. The absence of freezing prevents any loosening up of the particles, besides in many places there is an almost impervious hardpan of subsoil, either natural or brought about from a continuous custom of shallow plowing. In other sections this deepening and loosening of the soil is done partly at least by the forces of nature but can only be accomplished by the plow in the South. Such are the findings of the Department of Agriculture.

The best implement for deep breaking of the soil is the disc plow which turns, pulverizes and mixes at the same time. When properly adjusted the disc breaks the land deep and thoroughly loosens it, mixing this soil and the subsoil to some extent but does not turn to the surface enough of the inert subsoil to injure the succeeding crop. The next best method for deep breaking is moldboard plowing, set to turn furrows on edge and this is followed by a subsoil plow in the same furrow as deeply as desired.

If the cover crops is to follow the fall breaking a thorough preparation of the seed bed should be made before planting the seed. If no cover crop is sown the disc harrow or spring tooth harrow should be run over occasionally to crush clods and keep surface crust broken for the admission of air and sunlight. The usual method is to flat break and where this is done it is best to throw up into beds before planting. Planting may be done with small plows or just as effectively and much faster with a disc cultivator set at the proper angle. Should there be clods a roller may be used and this is followed with a section harrow.

Too much care can not be given to the preparation of the seed bed. It not only saves cultivation but makes plant food available and furnishes proper conditions for seed germination and rapid growth. The best farmers will tell you that thorough preparation is more than half the expense of making a good crop.

The spring preparation is never as deep as the land was when broken in the fall or winter. With nearly all field crops a firm seed bed is preferable. Only the first few inches need to be freshened and pulverized at planting time. When the cover crop is drawn under, the plowing should be just deep enough to turn the crop under well and the usual harrowing and pulverizing to get a fine soil before seeding.

When there has been no fall and winter breaking done, as is the rule in some sections, it is not advisable to break as deeply in the spring as in the fall; usually not more than two inches deeper than before, and then the clay subsoil should not be turned to the surface. The plow can be set to edge the furrow. It is found more necessary to get spring broken land finely pulverized and thoroughly prepared before planting. It is better to delay planting several days rather than put the seed in a poorly prepared bed.

**With Weather 10 Degrees  
Below Zero, Prisoners Go  
March In Summer Clothes**

New Haven, Conn., Jan. 20.—With the temperature 10 deg. below zero, 25 prisoners in the county jail were chained together here today and marched over a mile through the public streets to the courthouse.

Charles H. MURRAY, a New Haven brakeman facing trial on charges growing out of the North Haven wreck, was the only prisoner who had an overcoat. Most of them had light summer suits and were without gloves. Three big grate fires were started in the courtroom, the steam being inadequate.

## TYPHUS SHIP IN QUARANTINE.

New York, Jan. 20.—The third typhus ship in a week was detained at quarantine today and a Montenegrin soldier removed from it with the disease. One hundred and forty-nine steerage passengers were placed under observation. The steamer was the Kaiser Franz Joseph I of the Austro-American line from Adriatic ports. The Greek port of Patras is believed to be the source of all the typhus infection.